

Praćenje kakvoće tekućih naftnih goriva (monitoring)

Poštovani čitatelji,

Zahtjevi za kakvoćom motornih goriva neprestano se povećavaju u svim zemljama članicama Europske unije. Ekologija – zaštita okoliša, s jedne strane, a nelegalno manipuliranje kemijskim sastavom goriva, u kojemu je uglavnom kupac na gubitku, s druge, pokretačke su sile ove evolucije. Kakvoća motornih goriva utvrđuje se jedinstvenim europskim normama. Zahtjevi za kakvoćom motornih goriva uspostavljeni su ne samo s obzirom na njihov negativan učinak po okoliš zbog izgaranja, već također i s obzirom na siguran rad automobila, pouzdanost te radni vijek motora i katalizatora.

Rad grupe autora iz Slovačke, pod naslovom «Kakvoća motornih goriva u Slovačkoj / Quality of motor fuels in Slovakia», izložen na 39. stručno znanstvenom simpoziju GORIVA 2006 u Zadru, koji je objavljen u broju 1/2008 časopisa *Goriva i maziva* primjer je poštivanja direktiva EU, za što se Republika Slovačka dragovoljno opredijelila.

Obveza praćenja (monitoringa) kakvoće motornih benzina i dizelskih goriva na crpnim stanicama na području svake države članice Europske unije proizlazi iz Direktive Europske unije 98/70/EC te Direktive 2003/17/EC.

Monitoring kakvoće motornih goriva članica EU sadržan je u direktivama EU i njezinim normama EN 14274 (monitoring) i EN 14275 (uzorkovanje). Republika Hrvatska je na tragu uvođenja monitoringa kakvoće goriva, usvajajući EU direktive i norme, te je neke od njih ugradila u Uredbu o kakvoći tekućih naftnih goriva (Uredba o kakvoći TNG). Monitoring je opisan u člancima 26, 27 i 28 spomenute Uredbe, navođenjem godišnjeg programa praćenja kakvoće tekućih naftnih goriva. Prvi Program kojeg donosi nadležno Ministarstvo RH izrađuje se za 2008. godinu (čl. 27/1,2,3).

Praćenje kakvoće tekućih naftnih goriva (prema Uredbi o kakvoći TNG):

Članak 26.

Dobavljač je dužan osigurati praćenje kakvoće tekućih naftnih goriva koje je stavio u promet na domaće tržište ili koje koristi za vlastite potrebe.

Članak 27.

(1) Praćenje kakvoće tekućih naftnih goriva dobavljač provodi sukladno godišnjem programu praćenja kakvoće tekućih naftnih goriva (u daljnjem tekstu: Program).

(2) Program iz stavka 1. ovog članka donosi Ministarstvo.

(3) Prvi Program izrađuje se za 2008. godinu.

Članak 28.

Program iz članka 27. stavka 1. ove Uredbe osobito sadrži:

- način uzorkovanja tekućih naftnih goriva posebno za benzinske postaje, plovila, skladišta i cisterne za prijevoz goriva,*
- broj i učestalost uzimanja uzoraka,*
- lokacije uzorkovanja ovisno o količini tekućih naftnih goriva koje je dobavljač stavio u promet na domaće tržište ili koje koristi za vlastite potrebe,*
- laboratorijsku analizu uzoraka tekućih naftnih goriva.*

Valja napomenuti da se svakim korektnim monitoringom stvara povoljnija klima u povjerenje državnih institucija i proizvođača. Zar to nije dovoljan razlog za uspostavu monitoringa i u Hrvatskoj? Još uvijek smo zatočenici loših balkanskih običaja, opredijelimo se deklarativno, a potom se ponašamo kako nam odgovara, od prigode do prigode, s «figom u džepu». Ovakvo ponašanje je omogućeno i našim nedorečenim aktima, a u ovom slučaju i Uredbom o kakvoći TNG. Kakva je valjanost i uspješnost postojanja nekog akta koji govori da će se nešto nadzirati i provoditi za godinu ili dvije, a za to vrijeme ne postoje inspekcije ili one ne rade korektno posao za koji su plaćene? Uredba o kakvoći TNG ne sadrži kaznene odredbe, što je čini neučinkovitom i pomaže onima koje bi zapravo trebala sankcionirati. Dovoljno je razloga nabrojeno koji potvrđuju da praćenje kakvoće tekućih naftnih goriva u Hrvatskoj ne može biti uspješno u takvim okolnostima. Nešto hitno treba mijenjati: od autora prijedloga dokumenata do načina provedbe javne rasprave, procedure donošenja akata i, što je najvažnije, uključivanja stručnih ljudi u nadzor i provedbu monitoringa.

Praćenje kvalitete motornih goriva vrlo je važno. Time se postiže višestruka korist. Na prvom mjestu se štite interesi kupaca, a to smo svi mi, svaki puta u različitoj situaciji. Zatim se trošilima osiguravaju optimalni radni uvjeti, što rezultira najmanjom mogućom razinom nepoželjnih sastojaka ispušnih plinova, a u konačnici doprinosi očuvanju okoliša i našeg zdravlja.

U ovom broju objavljujemo komentar o realnosti ocjenjivanja motornih goriva na hrvatskom tržištu.

Vaš gost urednik,

Zlatko Posavec

Monitoring of the quality of liquid motor fuels

Dear Readers,

The requirements for the quality of motor fuels are constantly increasing in all the countries of the European Union. The driving forces of this evolution are the ecology and environmental protection on one side and illegal manipulating with chemical composition of fuels, by which mostly consumers loose, on the other side. The quality of motor fuels is determined by the European standards. The requirements on the quality of motor fuels are established not only with respect to their negative effect due to combustion, but also with consideration to safe operation of automobiles, reliability and operating life of engines and catalytic converters.

The work of a group of authors from Slovakia "Quality of motor fuels in Slovakia", which was presented at the 39th scientific symposium GORIVA 2006 (Fuels 2006) in Zadar and published in the journal *Fuels and Lubricants* 1/2008, shows one of the ways to follow the EU directives with which the Republic of Slovakia voluntarily agreed.

The obligation of monitoring the quality of motor petrol and diesel fuels at the gas stations in each European Union member country derives from Directive of the European union 98/70/EC and Directive 2003/17/EC.

Monitoring of the quality of motor fuels for the EU members is a part of the EU directives and their standards EN 14274 (monitoring) and EN 14275 (sampling). The Republic of Croatia is starting to introduce monitoring of the quality of fuels by anticipating the EU directives and standards. Nevertheless, some of them are integrated into the Decree on the quality of liquid petroleum fuels. Monitoring is described in the articles 26, 27 and 28 of the Decree by stating the annual programme of monitoring of the quality of liquid oil fuels. The first Programme is being brought and made by the authorized Ministry for the year 2008 (article 27/1,2,3).

Monitoring the quality of liquid oil fuels

Article 26

The supplier is obligated to provide monitoring of the quality of liquid oil fuels which are on the market or which are used for the supplier's own needs.

Article 27

(1) Monitoring of the quality of liquid oil fuels has to be done by the supplier in accordance with the annual programme of monitoring of the quality of liquid oil fuels (further: the Programme).

(2) The Programme from paragraph 1 of this article is made by the Ministry.

(3) The first Programme is being made for the year 2008.

Article 28

The Programme from the article 27, paragraph 1 of this Decree includes:

- *the way of sampling of liquid oil fuels, especially for gas stations, boats, storehouses and transport tanks,*
- *the number and frequency of sampling,*
- *locations of sampling depending on the quantity of liquid oil fuels the supplier distributed on the market or used for the supplier's own needs,*
- *laboratory analysis of samples of liquid oil fuels.*

It needs to be mentioned that the correct monitoring provides a more favourable climate when state institutions and manufacturers are considered. Isn't this a good reason to establish monitoring in the Republic of Croatia? We are still trapped in bad Balkan habits of declarative agreements, but practising occasional disobeying the very same agreements. This kind of behaviour is possible due to inconsistent laws, including our Decree on the quality of liquid oil fuels. How can a decree be efficient and successful if it controls the procedure for a year or two, but all throughout that time there is no kind of any inspection or this inspection does not performed the job it is paid for? The Decree on the quality of liquid oil fuels does not contain any penal regulations which actually make it inefficient and acceptable for those who should be penalized. All these reasons confirm that monitoring the quality of liquid oil fuels in Croatia can not be successful within these circumstances. The change is urgent and it concerns the authors of the document proposal, the execution of the public debate, the procedures of issuing directives and, which is the most important, inclusion of experts into supervision and monitoring.

Monitoring the quality of motor fuels is very important and beneficial. In the first place the customers' interests are protected and we all make customers at one time or another. Such monitoring would provide favourable conditions for energy users, which would result in the least possible level of undesirable exhaust gas contents and, finally, it would contribute to the protection of our environment and health.

This issue comments feasibility of motor fuels quality assesment on Croatian market.

Your guest editor,

Zlatko Posavec